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BULLETIN No. 44 MARCH 1965

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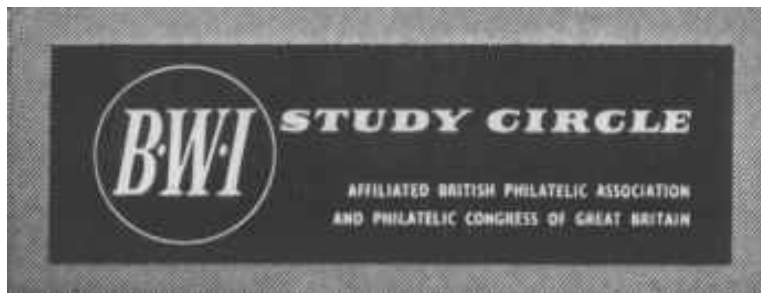
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1. TO promote interest in and the study of the stamps and postal history of:

ANTIGUA • BAHAMAS • BARBADOS
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2. TO issue a quarterly BULLETIN containing articles, items of interest and other features (including 'Opinions' Service and a 'Wants' Section) which it is hoped will widen the knowledge of members.

is WORLD-WIDE in scope and open to all interested in the stamps or postal history of the above mentioned colonies and dependencies whether they be advanced or new collectors. The ANNUAL subscription to be £1 (\$3.00 non-sterling countries) due 1st FEBRUARY. Cheques and Postal Orders to be made payable to "B.W.I. STUDY CIRCLE".

ANNIVERSARY MEETING

ELEVENTH ANNIVERSARY MEETING

This will be held at the usual venue, 41 Devonshire Place, London. W.1, on **Saturday, April 24th** at 3 p.m.

Commander G. Bridgmore Brown will be giving a display of Bermuda and it is hoped that members will make every endeavour to attend. This will be followed by the customary Dinner (dress informal) at the Phoenix Restaurant, 37 Cavendish Square, London. W.1 (7.15 for 7.30 p.m.). All being well it is hoped that Sir Hilary Blood, G.B.E., K.C.M.O., a former Governor of BARBADOS, will attend. The charge will be 27/6d. per head (excluding wine but inclusive of gratuities). In order that arrangements can be completed in good time a note of the number of seats to be reserved, together with the appropriate remittance, should be sent to the Hon. Secretary to reach him not later than April 10th next.

DISPLAY

THE B.W.I. STUDY CIRCLE AT CONGRESS ON 28th MAY, 1964

Although not an official meeting of our Circle, there were a number of our members among the very good attendance of 20 at the B.W.I. Study Circle arranged by Congress in the Highcliff Hotel, Bournemouth, and held under the leadership of G. W. Groves, one of our Vice-Presidents.

For the first time, it is believed, at either a Congress B.W.I. Study Circle or one of the Circle's meetings, there was shown a very fine collection of Great Britain stamps used in St. Thomas, Virgin Islands, and cancelled with the Duplex obliterator 'C.51.' They were displayed by J. Alfred Birch, R.D.P. He thought that although not part of the British West Indian colonies, St. Thomas was the collection and distribution centre for many years for British mails to and from the West Indies and. therefore, it was not inappropriate to give such a display to those interested in the postal history and stamps of the British West Indies. Mr. Birch included all the items illustrated in his articles on the St.

DISPLAYS (contd.)

Thomas cancellations which appeared in the "American Philatelist" January-March 1964. Examples of all the values from 1d. to 5/- were shown and many were in multiples, on piece or on cover. Outstanding were the very scarce 4d. vermilion, Plate 15, on cover, the 8d. orange, and a very deep shade of the 10d. red-brown.

A. H. Latham showed a number of pre-adhesive entires of Jamaica, including examples of the straightline strikes of FALMOUTH between 1800 and 1834 and later circular types; SPANISH TOWN, in two lines dated 1788, in one line with "JA" beneath dated 1811, together with later handstamps. He concluded his display with a First Day Cover showing use of the A.44 obliterator with a GOSHEN strike dated MR. 1, 1859, the date on which the obliterations were first issued to the various towns and villages in Jamaica.

A pot-pourri of items from British Guiana was displayed by W. A. Townsend. Included were various abbreviated postmarks; Travelling Post Offices; the "G.B. 40c," an unusual mark on the stamps of British Guiana; and scarce village cancellations.

G. W. Groves ended the evening with a selection of examples of the abbreviated village postmarks of ST. LUCIA. These were introduced in the period 1889-1893 and discontinued between 1912 and 1914. The five villages were SOUFRIERE (S), VIEUX FORT (VF), LABORIE (L), DENNERY (D) and MICOUD (M). The later extended postmarks for these and other St. Lucia villages were also shown.

NOTES AND QUERIES

BRITISH WEST INDIES

Edmund Dummer and his Packet Service

Edmund Dummer spent all his early life in the navy, first as a draughtsman and later as a Naval Surveyor; between 1692 and 1698 he was Surveyor-general to the Navy. When he relinquished that post he devoted his energies to studying the problem of a regular Packet Service between the United Kingdom and the British Island Plantations in the West Indies.

During the 17th century the British Government made no effort to establish any such service, partly owing to the fact that there seemed to be no settled Colonial policy, and also because the Colonies were not considered productive enough to warrant such expenditure. In contrast to Britain, Spain had, at quite an early date, developed a regular system of communication with her Colonies in the Western hemisphere, and had organised a Government Service for that purpose.

By the close of the 17th century and at the beginning of the 18th century, with the almost constant international wars, communication by casual private ship became very uncertain owing to the activities of enemy warships and privateers. Pressure was being exerted by the West India merchants for something much more reliable and regular; whilst the Government itself felt the need for a safe and speedy method of communication with the islands and the forces deployed there. For example, early in 1702 when Lord Nottingham wished to send letters to the Colonial Governors he was told by the Admiralty that those for Jamaica could be sent by two naval vessels, but "I do not know how to contrive to send on the letters for Barbados and the Leeward Islands ..." Although the Government was not prepared to operate any scheme itself, it was fully open to consider any reasonable proposal.

Consequently, when Dummer produced his plan in 1702, this was carefully considered and then adopted. In a document dated 18 June 1702 he set out the "Terms for settling a monthly intelligence between England and the Island Plantations in the West Indies:

1. If hired, to serve by the tun - 10s. per tun per month - the Queen to victual the men, and to provide guns and gunners.
2. The biggest 2 sloops (134 tuns) must carry 28 men and boys, and 12 guns each: the last 2 sloops (110 tuns) must carry 25 men and boys, and 10 guns each.

The Queen to reserve to herself the benefit of all letters, and

To grant letters of mart to each vessel during war,

To protect the men,

The Packets to wear the Queen's colours,

To have the benefit of all passengers, and parcels, except letters,

To be exempt from light money and other port charges."

The scheme proposed was "to be worked by four vessels of about 130 men and guns in proportion, to maintain an intercourse with Barbados, Antigoa, Montserrat, Nevis and Jamaica. After the manner to turn, and return as in the scheme underwritten, viz. in the space of a year beginning with the month of January:

BRITISH WEST INDIES (contd.)

	VESSELS	
	<i>Went out</i>	<i>Come Home</i>
Jan.	A	
Feb.	B	
Mar.	C	
Apr.	D	A
May	A	B
June	B	C
July	C	D etc.

This constant course of going out and coming home after the first four or five months will answer for all the incident occasions of State and Trade and effectively conduce to the security of the public interest depending between this kingdom and those islands in peace and war.

The course of each vessel to be regulated as follows:

To stay at Barbadoes	4 days
Antegoa	3 "
Montserrat, not above	3 "
Nevis	3 "
Jamaica	<u>8 "</u>
	In all 21 days

Going and coming above 90 days."

By the time the service actually started this original scheme had been slightly modified, as follows:

"Whole time of voyage 100 days, out and home, or thereabouts, staying at

Barbadoes	3 days and nights		
Antegoa	2 "	"	"
Montserrat	1½ "	"	"
Nevis	1½ "	"	"
St. Christopher	1½ "	"	"
Jamaica	<u>10 "</u>	"	"
Total	19½ "	"	"

The chief difficulty of attempting to run a mail service privately was that generally it could not be done at an economic profit. Such a service demanded speed, and consequently the ships could not carry big cargoes. The stay in port had to be strictly limited, which resulted in lack of time for loading and unloading. The sailing schedule had to be kept regardless of the offerings of freight or passengers: and in time of war the vessels had to be armed, which further reduced cargo space.

Dummer's Packet Service set a pattern which has been adapted by subsequent overseas mail services for the British Empire, viz. a service operated privately albeit with a heavy Government subsidy. To begin with, Dummer submitted his expenses to the Postmaster General who passed them on to the Treasury. During the first year £9,000 was impressed for the service,

but the Treasury were so slow in paying that Dummer's finances could not stand the strain. In 1704 he was granted a salary as a Commissioner of the Navy, to be paid as from the date of the beginning of the Service.

In the following year a new contract was drawn up to run for at least three years, or five years if the war continued. Under this a monthly service was to be maintained by a fleet of five vessels; Dummer was to receive £12,500 per annum, and was to be allowed to carry for his own profit 5 tons of freight on the outward journeys, and 10 tons on the homeward runs. In return he was to accept all risks to the ships and was responsible for replacements if they were lost or captured; further, he guaranteed that the Post Office would receive £8,000 per annum from the mail and passengers carried. For this new contract five new ships were built: "Queen Anne," "Prince George," "Jamaica," "Barbadoes," "Antegoe." Each of these vessels was of 200 tons, armed with 20 guns, and with 2 decks; they were also fitted with 24 oars apiece to enable them to escape from attacking vessels in the calms often met with in the Caribbean.

By 1707 Dummer realised that he could not continue to maintain the service as long as the clause guaranteeing the £8,000 income to the Crown remained in the contract. This resulted in a further contract being drawn up on 25 January 1707/8. Under this he was to continue the monthly service with five vessels; to supply stores and ammunition, and to be responsible for the payment of the crews; and to take all risks from the loss of ships. He was to be allowed £12,000 a year during time of war, and £8,000 in peacetime, together with all proceeds of cargo and passengers, whilst the revenue from the Mail was to go to the Crown.

Even with this new contract, however, it was soon obvious that it would be impossible to carry on the service indefinitely. Dummer had to borrow money on the security of future payments. By the end of 1711, with the return of the Packet "Martlett," the service came to an end. Two years later Dummer died.

Dummer's chief fault appears to have been over optimism. So enthusiastic was he for his scheme that he undertook enormous risks and entered into contracts which were virtually impossible for a single individual to keep. He was also extremely unfortunate with his vessels; during the nine years in which the service operated, no less than ten ships were taken by enemy action, and two were lost at sea.

The original contract between the Postmaster General and Dummer provided "That a Mail shall be sent away every last Thursday of every Month from ye General Post Office to ye port from whence ye said Packet shall sail, and ye said Packet Boat within two days shall sail therewith after ye arrival of

BRITISH WEST INDIES (contd.)

ye Mail, Wind and Weather permitting unless directed to ye Contrary by one of Her Majesty's Principal Secretaries of State.

That ye Officers to be appointed at ye several Islands for dispersing and collecting Letters and freight of Passengers out and home and from Island to Island be Deputed by Her Majesty's Post Master General, but that ye Revenue of ye Post Office be not charged by any Salaries for such Officer."

At the port of departure the Postal Agent sorted the letters into bags marked for each Island; these were handed to the Commander of the Packet; important letters were handed over separately, and these had to be delivered personally. No letters were to be carried which were not part of the regular Mail, and the Agent had strict instructions to search for any which might be concealed by the sailors. The Deputy Post Masters appointed in the Islands were instructed to handle the letters and check all payments. They were also supplied with handstamps for marking all letters sent with the name of the Island; there is no evidence, however, that these marks were ever used.

Two of the first vessels to sail on the new service were the sloops "Bridgeman" and "Mansbridge," which had operated on a mail service between Gravesend and Brill in 1699 and 1700. Two further ships, the "King William," of 90 tons 8 guns, and the "Frankland," of 132 tons and 10 guns, were purchased to start the service.

The Commanders of the Packets were nominated by Dummer and granted commissions in the Royal Navy for the duration of their service with the Mail Ships. The monthly pay of the officers and crew were: Commander £10; Chief Mate £5; Surgeon £4; 2nd Mate, Gunner and Carpenter £3 10s.; Boatswain £3; Able Seaman £2; Ordinary Seaman £1 10s.; Boy £1. Difficulty, however, was experienced in recruiting crews for the West India run; the men were away much longer than those on the Lisbon run; and there was a definite health risk in the West Indies, whilst if captured out there the crews might not live long enough to be exchanged.

Dummer's Packet Service began on the 21st October 1702 when the sloop "Bridgeman" sailed from Portsmouth; after its return to Falmouth on the 2nd February Dummer reported: "The experience of time, 3 months and 13 days, that but for some interruption at Jamaica and a little difficulty with a privateer of Petitt Guavas in the Narrow of the Windward Passage he believes he had made his voyage 12 days sooner. He had not lost a man . . . though his motion was so quick, yet he brought back 1500 letters, and the Dutch despatches from Currassoa."

Falmouth was chosen as the most suitable port from which the Packets were to operate, although the point of departure was changed to Plymouth in 1705.

The return port often had to be changed, however, owing to adverse weather conditions or the activities of privateers. In 1706 Falmouth complained that the packets were often returning to other ports, and lodged a protest with the Post Master General, mentioning specifically two instances involving the "Prince George" and the "Antegoe." In a reply to the P.M.G., dated 24 July 1706, Dummer gave some details of the preceding twelve voyages:

1. "Six Islands" came to Falmouth.
2. "King William" came to Falmouth.
3. "Cotton" taken by the enemy in the West Indies.
4. "Six Islands" came to Falmouth.
5. "Frankland" came to Falmouth.
6. "Queen Anne" lost her foremast off Capes of Virginia and fell in with our Channel too Southerly, with the winds Northerly hardly recovered . . . Plymouth Sound.
7. "Jamaica" came to Falmouth.
8. "Barrbadoes" { These two miscarried, one in the West Indies,
9. "Queen Anne" { and the other in the Channel.
10. "King William" forced up St. George's Channel by bad weather, arrived in Wales, and ordered to go to Liverpool.
11. "Prince George" chased by three Privateers into Mounts Bay, who afterwards lay under the Lizard, but the wind being fresh and fair the Captain in the night streethed away for Plymouth and thereby avoided them.
12. "Antegoe" chased by seven Privateers into St. George's Channel, then came in by Landsend, delivered the Mail in Mounts Bay, but for reasons contained in an abstract of Captain Noble's Letter, marked A, could not recover Falmouth.

Precise details of the voyages of his ships are given in one of Dummer's papers for the years 1702-06:

<i>Vessel</i>	<i>Left</i>	<i>Returned</i>	<i>Time (days)</i>
Bridgeman	Needles 21.10.1702	Falmouth 2. 2.1702/3	104
Mansbridge	Plymouth 18.12.1702	Plymouth 10. 3.1703	93
King William	Falmouth 30. 1.1702/3	Falmouth 16. 5.1703	106
Bridgeman	4. 4.1703	Taken 27 July near Scilly, coming home met with great calm	
Mansbridge	Falmouth 9. 5.1703	Falmouth 17. 8.1703	100
King William	Falmouth 30. 6.1703	Mounts Bay 8.10.1703	100
Prince	Mouth 3. 8.1703	Mounts Bay 13.11.1703	102
Mansbridge	Falmouth 23. 9.1703	St.Ives 19. 1.1703/4	116
		Put into Ireland by violence of the Weather.	

STATEMENT OF ACCOUNTS 1964

1963			INCOME			1964		
£	s.	d.				£	s.	d.
228	17	10	Cash at Bank..	..	..	161	11	4
169	10	0	Advertisers ..	..	..	170	5	0
36	3	0	Dinner Account ..	..	..	50	10	0
1	12	5	Donations and Opinion Fees ..			2	10	3
1	7	6	Sale of back issues of Bulletin ..			12	12	9
214	14	2	Subscriptions..	..	..	200	15	8
8	0	0	Subscriptions paid in advance ..			14	0	0
£660 4 11						£612 5 0		

PUBLICATIONS ACCOUNT

£	s.	d.				£	s.	d.
186	9	9	Cash at Bank..	..	..	243	1	4
	19	4	Donations ..	..	..	1	11	3
			SALES:					
-	-	-	Bulletins No. 1-7 ..	..	..	9	18	7
	10	0	Paper No. 1 ..	..	..	14	7	0
2	6	6	Paper No. 2 ..	..	..	24	18	6
2	13	0	Ditto (Supplement No. 1) ..			8	7	3
84	15	0	Paper No. 3 ..	..	..	21	0	0
50	0	0	Transfer from main A/c. ..	..	..	-	-	-
£327 13 7						£323 3 11		

I have examined the above Statement of Accounts and certify it to be correct and in accordance with the Books and Vouchers produced to me.

ALFRED J. BRANSTON,
Hon. Auditor. 20.1.65

STATEMENT OF ACCOUNTS 1964

1963				EXPENDITURE	1964			
£	s.	d.			£	s.	d.	
3	10	0		Advertising ..	3	10	0	
9	12	9		Books, Catalogues, etc.	6	9	0	
	10	0		Cheque stamps		10	0	
67	9	0		Dinner Account	70	15	6	
15	15	3		Entertaining, Hire of Meeting Room etc.	14	18	0	
4	18	0		Gratuities	3	12	0	
33	9	3		Postage	32	0	3	
237	17	8		Printing and Blocks ..	182	16	10	
				Subscriptions:				
				B.P.A.				
				Philatelic Congress of G.B.				
				Philatelic Exhibition Fund				
13	13	0			11	11	0	
4	0	0		Subscriptions (members) refunded. .	-	-	-	
13	15	4		Stationery	37	14	10	
27	13	4		Telephone and Travelling Expenses	19	19	4	
50	0	0		Transfer to Publications A/c.	-	-	-	
11	12	6		Typewriter (Repairs and maintenance)	7	8	4	
4	17	6		Typing and Duplicating	1	15	0	
161	11	4		Cash at Bank being surplus for year	219	4	11	
£660	4	11			£612	5	0	

PUBLICATIONS ACCOUNT

£	s.	d.			£	s.	d.	
21	10	0		Binding	-	-	-	
5	5	0		Blocks and Drawings	-	-	-	
-	-	-		Cheque Stamps		5	0	
3	2	3		Postage	-	-	-	
45	5	0		Printing	75	15	6	
9	10	0		Typing..				
243	1	4		Cash at Bank being surplus for year	247	3	5	
£327	13	7			£323	3	11	

PHILIP T. SAUNDERS,
Hon. Treasurer.

King William	Falmouth 12.12.1703	Falmouth 26. 3.1704	104
Prince	Falmouth 6. 1.1703/4	Falmouth 19. 4.1704	103
Dilligence	St. Ives 19. 4.1704	Penzance 1. 8.1704	104
Prince	Falmouth 1. 6.1704	Plymouth 6. 9.1704	97
King William	Falmouth 22. 7.1704	Falmouth 7.11.1704	108
Dilligence	Falmouth 14. 9.1704	Taken the 15th off the Lizard the day after she sailed	
Prince	Falmouth 13.10.1704	Plymouth 6. 2.1704/5	116
		by reason of violent and contrary winds forced into Scilly and spent 50 days from Jamaica home	
King William	Plymouth 3. 1.1704/5	Falmouth 14. 4.1705	101
Cotton	Plymouth 4. 3.1705	Taken 12th April between Nevis and Montserrat	
Six Islands	Plymouth 8. 4.1705	St. Ives 31. 7.1705	114
		Stayed 12 days more than time at Jamaica by contrary and stormy winds	
Frankland	Plymouth 19. 5.1705	Falmouth 29. 8.1705	102
Queen Anne	Plymouth 14. 6.1705	Plymouth 27. 9.1705	105
Jamaica	Plymouth 19. 9.1705	Falmouth 6. 1.1705/6	108
Barbadoes	Plymouth 13.10.1705	Came away from Jamaica 18th Dec. was lost on 28th on Island of Heneago in windward passage by carelessness, if accidents had not prevented had returned in about 110 days	
Queen Anne	Plymouth 14.11.1705	Sailed from Jamaica 16th Jan., was taken in the Soundings 25th Feb. by a French Privateer, otherwise would have returned in about 106 days or thereabouts	
King William	Falmouth 21.12.1705	Stanwell Road in Wales 8. 4. 1706	107
Prince George	Plymouth 21. 1.1705/6	Penzance 15. 5.1706	116
Antegoe	Plymouth 26. 2. 1705/6	Mounts Bay 20. 6.1706	113
Jamaica	Plymouth 12. 4.1706	Plymouth 29. 7.1706	107
King William	Liverpool 19. 5.1706	Liverpool 11. 9.1706	115
Frankland	Plymouth 5. 6.1706	Plymouth 11. 9.1706	98
Prince George	Plymouth 10. 7.1706	Plymouth 27.10.1706	109
Antegoe	Plymouth 9. 8.1706	Falmouth 11.12.1706	123
Jamaica	Plymouth 17. 9.1706	Falmouth 2. 1.1706/7	106
Frankland	Plymouth 20.10.1706	Expected home end of January	
King William	Liverpool 16.11.1706	Expected home end of February	
Prince George	Plymouth	Now ready to sail	
Antegoe	To carry mail of January		
Jamaica	To carry mail of February		
N.B. The " Prince " was later (c. March 1705) renamed " Six Islands."			

In an account, written on 22 July 1710, Dummer gives a summary of the 'life' of his ships, and also mentions some fresh vessels:

Cotton. Barbadoes. and Pearl, lost in the West Indies their 1st voyage; Queen Anne, lost their 2nd voyage: Jamaica. Prince George, lost their 4th voyage: Kingston, lost her 1st voyage: Antegoe, King William, lost their 6th voyage: Frankland, Resolution, Sophia. Evelyn, and Union, these five remain in Service.

Some details of one of the Packets is given in a letter from Dummer:

London, 28th September, 1711.

Sir,

The Resolution Packett arrived on Tuesday last at Biddeford, and her Course out and home has been as follows:

<i>Sailed from</i>		<i>Arrived at</i>	
Bristoll the	15th June	Barbadoes	12th July following
Barbadoes	15th July	Antegoe	18th Do.
Antegoe	23rd Do	Montserrat	24th Do.
Montserrat	26th Do.	Nevis	27th Do.
Nevis	28th Do.	St. Kitts	29th Do.
St. Kitts	30th Do.	Iamaica	5th August
Iamaica	16th August	Biddeford	25th September

which makes in all out, and home, 101 days.

The 16th August last Du'Cay, was at Carthagene, and had sailed from thence with the Trade for Europe about the end of July preceding, soon after he mett with bad weather, and putt back again for that Port. But he was thereby separated from the Galleon, which Comodore Littleton has taken, and brought into Portroyall in Iamaica, together with a petach, which he took some days before, both together are accounted with (£)100,000. in goods, and Bullion, (£)40,000, of these effects was in money and plate, which was divided presently among the Officers etc., and the Comodore sailed for the coast the 15th following with 6 Men of Warr.

The Galleon had 60 brass guns mounted, and 30 in the hold, Du'Cay hath only three Men of Warr with him, the number of his Convoys is not mentioned; but tis said he took 310 Chests of silver, (the Kings effects) out of the said Galleons, before they sailed out of Porte.

It is likewise said that the Panther, and Diamond has retaken the Adventure Man of Warr bound for Martinecoe to France, richly laden, she had twenty Men killed in the action, and not one Englishman, she was brought into St. Kitts the 30th of July last.

BRITISH WEST INDIES (contd.)

There is little other News, trading bad, and many Privateers about Jamaica.
I am, Sir, Yr. most Humble servt.

(signed) E. Dummer.

To/ Thomas Harley Esq.,
at the Treasury Chambers
Whitehall.

On this voyage the "Resolution" carried the following amount of Mail:

for Jamaica	591 letters
Barbados	285 "
Nevis	11 "
Antigua	80 "
St. Christopher	76 "
Montserrat	<u>9 "</u>
Total	1,052

The amount of postage paid was £78 18s.; in addition the amount due for State letters carried was £13 15s. 6d.

Miscellaneous facts relating to some of the Packets:

- a) "Prince George" left Plymouth in August 1707 and was captured near Scilly on the return,
- b) "Kingston" was wrecked, supposedly lost off Scilly in April 1708.
- c) "Pearl" was taken off Martinique in October 1709.
- d) "Martlett" was the last Packet to sail; left Portsmouth on 20th July 1711, returned to Tenby on 19th December 1711.

L. E. Britnor.

CAYMAN ISLANDS

With reference to Mr. Adelson's enquiry in Bulletin No. 42 about the cancellation on S.G. 118 - Scotts 103 Cayman 1s. stamp, I suggest that it is possibly the double-circle circular date stamp reading "PAQUEBOT-KINGSTON" round the top and "JAMAICA" at the bottom. This mark is recorded as used at Kingston from 1920 to 1960, though for some years after the last war (1948-1951 at least) the year was omitted. The handstamp may well be still held at Kingston, though later Paquebot cancellations all seem to have been the machine cancellation.

The use of a handstamp with spelling "PAQUETTE" has certainly never been recorded for Kingston, Jamaica, and, indeed, I cannot recall the use of this particular equivalent for "PAQUEBOT" anywhere in the world. The nearest is the spelling "PAQUETE" used by Portuguese ports.

G. W. Groves.

JAMAICA

Jamaican Emigration Agency, Calcutta

The proclamation of Declaration of Freedom from Slavery was read in Jamaica on the 1 August 1836. With the end of slavery in the B.W.I, there was an acute shortage of labour to work the plantations.

"Free labourers" from Havana, Sierra Leone and St. Helena were tried but with little success.

The Indian Government was approached and an Emigration scheme started. The first Indian emigrants are recorded as going to British Guiana. Jamaica had its first Indian emigrants in 1845 and St. Lucia in 1859.

The different B.W.I. countries had their own agencies and I have record of two Jamaica and St. Lucia in Calcutta. These two had rubber stamps as illustrated, which were applied to the Indian adhesives before being handed into the post office. Similar marks were used by many firms in India to prevent the removal of the adhesives before being cancelled by the post office.



I have examples of the Jamaican and St. Lucia marks on dated pieces between 1892 and 1894.

I would be interested to know of any other of these Agency marks that might be known to fellow members.

A. H. Latham.

TURKS & CAICOS ISLANDS

BLUE HILLS RURAL POST

Recent appearance in a Robson Lowe auction of an unusual heretofore-unrecorded Turks and Caicos cancel has excited considerable interest. A boxed marking in three lines, "RURAL POST/BLUE HILLS/T.&C.I." on a pair of the 1913 half-penny green, in violet ink, it is a strike which on a single stamp might easily go unrecognized, possibly discarded as a probable fiscal marking. It is to be hoped that someone somewhere will turn up a cover with this old cancel in full.

Blue Hills is the local name for the island of Providenciales in the Caicos group, a fairly large island with a current population of about 518. A letter just in from an island resident affirms the existence there of a sub-p.o., which locals say opened about 1911, with George C. Deane as sub-Postmaster, now deceased. Current sub-PM is George Brown, mail arrives every two weeks aboard the "DONA DRUSILLA." There is now no marking of any sort on the island, all mail is sent uncanceled to Grand Turk, where the standard GRAND TURK c.d.s. is then applied as the postmark. No one seems to know why there is no cancel at Blue Hills now.

Gale J. Raymond.

OBITUARY

C. W. PAYNE

It is with deep regret that we record the passing of Mr. Charles William Payne who died on January 11th. An early member of the B.W.I. Study Circle, his main interest in B.W.I. philately was Cayman Islands, but he also had extensive collections of a number of countries within the British Commonwealth: whilst he confessed himself to be a moderate specialist he had the enthusiasm of the old-time general collector and in the rare leisure which his work afforded him took an immense pleasure in studying various aspects of the stamps which he collected. He was an active supporter of the Coventry Philatelic Society and at one time was its President.

To his wife, son and daughter are extended the sincere sympathies of the Circle.

R.T.

BRITISH PHILATELIC EXHIBITION 1965

The following members of the Circle were successful in gaining awards in the above Exhibition held at Seymour Hall, London, W.1, from 21st to 23rd January last. The Circle's heartiest congratulations are extended to them.

A. E. Beach	Gold Medal
G. W. Groves	Silver Medal
R. A. G. Lee	Silver Medal
S. Graham Hoey	*Silver Medal
W. E. Irving	Silver Medal
F. J. N. Nabarro	*Gold Medal
B. B. Benwell	Bronze Medal
K. J. A. O. Manning	*Bronze Medal
C. E. Patrick	Bronze Medal
R. Ward	Bronze Medal

* With the congratulations of the judges.

REVIEW

STAMP COLLECTORS' ANNUAL - 1965*

Once again we welcome the appearance of a new edition of this compact and 'full of interest' Annual. Apart from its very useful encyclopaedic contributions. e.g. the "Collectors' Guide to the World Philatelic Agencies," the list of Active Federations and Philatelic Societies, Study Circles and Specialist Societies, and "Currency Guide of the World." this popular Annual features many articles of general and specialised interest, and the advertisement section is full of interest too.

Well produced in its usual excellent format, on art paper, it certainly lives up to the publishers' claim to being the best of a long series of Annuals they have produced: it is well worth the modest sum of 5/-.

R.T.

* 1965 STAMP COLLECTORS' ANNUAL. Edited by Tom Morgan. 96 pages plus cover, illustrated. Published by Harris Publications. Ltd.. 27 Maiden Lane. London, W.C.2.

OPINIONS SERVICE

Facilities are available for opinions to be given on most stamps of the B.W.I. Group. A fee of 2/6 (35c.) per stamp is charged. Members wishing to avail themselves of this service should send the stamp(s) to the Hon. Secretary, enclosing the appropriate fee and an addressed envelope (stamped additionally for Registration or Recorded Delivery). Every endeavour will be made to return the stamp(s) within fourteen days.

SUBSCRIPTIONS

Members are reminded that these were due on 1st February and prompt payment will be much appreciated. Much time and expense involved in sending out further reminders is saved if payment is effected by Banker's order. Any member who has not already adopted this method, and is willing to do so, can obtain the appropriate form on application to the Hon. Secretary.

PUBLICATIONS

The following papers have been published by the Circle and copies are still available from the Hon. Sec.

No. 1 AN INTRODUCTION TO THE POSTAL HISTORY OF THE BRITISH WEST INDIES. by L. E. Britnor, 1959. Price 10s. 0d. (Canada and U.S.A. \$1.50) post free.

No. 2 THE POSTAL MARKINGS OF BARBADOS. by Basil B. Benwell and L. E. Britnor, 1961. Price 12s. 6d. (Canada and U.S.A. - \$1.75) post free.

SUPPLEMENT No. 1 to Paper No. 2. Price 4s. (Canada and U.S.A. 75c.) post free.

No. 4 MONTSERRAT - in course of preparation.

BULLETINS: Copies of back issues are obtainable from the Hon. Secretary as follows:

Nos. 1-7 (reprinted in current format in one cover) 12s. 6d. (.\$1.75) post free.

Nos. 8-42, 5s, (70c.) each post free,

NOTE: Issues including articles on any specific colony will be gladly supplied.

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HON. SECRETARY'S PARAGRAPH

DEAR MEMBER.

As you are no doubt aware the Collections formed by our late President - Mr. G. W. Collett - are being sold by H. R. Harmer Ltd. at 41 New Bond Street. London, W.I on March 15th-17th and I have already arranged for catalogues to be sent direct to many members both at home and overseas who I know will be interested. As usual an up-to-date list of members will be included in the June Bulletin and I take this opportunity to advise you that if there have been any changes in your main or other interests you should notify me not later than April 10th next. As you are doubtless aware the 47th Philatelic Congress of Great Britain will take place at the Old Swan Hotel, Harrogate, from 18th-21st May. Unhappily I shall not be able to attend but I know that many of our members will be there including Messrs. Groves, Toeg and Ward, all of whom will be acting as Delegates of our Circle. An excellent programme has been arranged and I am sure all who go will spend a very happy time. Finally it is my pleasant duty to welcome on your behalf the following new members: D. R. Fussell (Hants), Dr. Henry D. Hicks (Canada), Miss P. E. Guymer (New Zealand - our first member resident in this colony), Richard C. Mounsey Jr. (U.S.A.), K. S. Sargeant (Sussex), and T. Burns (Lancs.)

P.T.S.

Do not fail to read the details of the varied material offered by our advertisers whose support is much appreciated. If you have any 'wants' they will welcome a list of them, mentioning the B.W.I. Study Circle Bulletin.

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